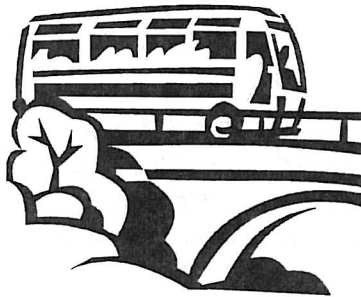


The County Connection

Proposal for

**Public Transit Demonstration Project
for the
Dougherty Valley**



- 1. Start Up Date**
- 2. Service Description**
- 3. Financing Plan**
- 4. Performance Standards**

For Review and Concurrence By:

**Central Contra Costa County Transit Authority Operations and Scheduling
Committee**

**Central Contra Costa County Transit Authority Board of Directors
City of San Ramon**

**Dougherty Valley Transit Advisory Committee
Contra Costa County**

Background

San Ramon, a member of the Central Contra Costa Transit Authority's Joint Exercise of Power Authority, is located in southern Contra Costa County. Incorporated in 1983, the City has experienced rapid growth, dispersed travel patterns, and an increase in traffic congestion.

The Dougherty Valley development is located east of San Ramon. At the onset, the proposal to develop 11,000 units with approximately 30,000 residents, generated controversy throughout the county. Consequently, Contra Costa County, City of San Ramon, Town of Danville, and the Dougherty Valley developers approved the Dougherty Valley Settlement Agreement (DVSA) on May 11, 1994. The DVSA was constructed on principles contained in state planning law, CEQA, the Contra Costa Measure C (1988) and outlined terms, conditions, and fees to be imposed upon the developers. Included in the DVSA, the developers were required to implement a Dougherty Valley Transit Feasibility Study. The Study was completed in March 2004. In addition, a Dougherty Valley Specific Plan was approved by Contra Costa County in 1992, and amended in 1996.

At full build out, in addition to the 11,000 residential units, the Dougherty Valley development will include a Village Center with 178,000 square feet of retail/commercial space, a satellite campus of Diablo Valley College expected to enroll 8,500 students. A total of five elementary schools, two middle schools, and one high school will be included.

In 2002, the County imposed additional fees on the developers. The Transit Fee, specifically provides a source of funding for capital and operating needs for a five-year transit demonstration project, as outlined in the *Dougherty Valley Transit Feasibility Study*, also required by the County as a condition of approval for future development.

When Contra Costa County imposed a fee on the developers of the Dougherty Valley projects known as Gale Ranch and Windemere in order to support a five-year public transit demonstration project in the development, certain conditions were also imposed upon any claimant for those funds in order to assure that the funds would be used in a prudent manner to support sustainable service.

Those conditions were:

1. Oversight of a plan by the Dougherty Valley Transit Advisory Committee, consisting of representatives of the developers, Contra Costa County, the City of San Ramon, the Town of Danville, CCCTA, and LAVTA.
2. The development of a transit implementation plan which would include four factors:
 - ✓ An agreed-upon start up date, designed to maximize potential ridership

for the operators, and finalizing agreements with the County for the receipt of developer fees.

Next Steps: Developing and implementing a marketing plan, conducting public hearings, generating schedules and work assignments for the operators, and finalizing agreements with the County for the receipt of developer fees.

Recommendation: That CCCTA, the City of San Ramon, the DVTAC, and Contra Costa County agree to a December 18, 2006 start up for the Dougherty Valley Transit Demonstration Project

2. Service Plan

The service plan for the demonstration project is based on the Dougherty Valley Transit Study Final Report. The proposed route alignment is consistent with Alternative 1 in the transit study. This section covers route designation, service levels, route alignment, bus stop issues, and timed transfers.

County Connection recommends designating this route as **Route 135 Dougherty Valley**. This follows our route numbering procedure of using three digit numbers, with the 100 series used for all day local service routes.

The round trip distance of Route 135 is approximately 20 miles. The estimated round trip bus travel time without recovery (break) time is about one hour. Typically a route this long would have about 20 minutes of recovery time for each round trip. This results in an 80 minute cycle time (round trip time with recovery). With two planned all day buses assigned to the base service it should be possible to have a 40 minute base frequency (cycle time / number of buses). Since BART operates on a 15 minute frequency, a less efficient 45 minute frequency on route 135 would offer a timed connection with BART and still provide more frequent midday service than specified in the transit study.

The service levels for this route are based on providing a lower level of service the first full year of service and then increasing service to the level in the transit study.

First Year Service Level: Route 135 is proposed to operate from 6:00 AM until 7:30PM weekdays, with a basic service frequency of every 45 to 50 minutes. Peak period service would be provided by operating three additional southbound trips between 6:00AM and 7:30AM and three additional northbound trips between 3:30PM and 5:00PM. These additional peak period trips will be provided by taking buses that are now traveling non-stop between the CCCTA operations base and Dublin BART at the start and end of their service day and operating them in service on Route 135 between the San Ramon Transit Center and Dublin BART.

Full Service Level: Route 135 would continue to operate from 6:00AM until 7:30 PM weekdays, with a basic service frequency of 45 to 50 minutes. Peak period

website

- ✓ An agreed-upon service plan describing routing and frequency of service
 - ✓ A fully funded finance plan for the five year demonstration period
 - ✓ An agreed-upon performance standard against which the success of the service would be measured for continuation beyond the demonstration period.
3. A formal agreement between the County and whichever operator agreed to provide the service, which would allow for the provider to use the developer fees to assist in paying for service during the five year demonstration period.

Over the past several months, the DVTAC has been working on finalizing the transit implementation plan, which is now complete and being circulated for approval by the policy bodies of the relevant members.

The attached report addresses the four areas of the implementation plan, including a narrative description, relevant charts and tables, next steps, and a recommendation for each area.

1. Start Up Date

Choosing a start up date that allows time for sufficient planning and marketing, public notification and public hearings is critical for the success of any service planned for the Dougherty Valley.

Additionally, in order to lay the groundwork for a level of ridership that will sustain the service, a sufficient number of trip generators and attractors should be present at the time that the service begins.

Through numerous meetings between County Connection staff, City of San Ramon staff, the Developers, the Community College District staff, and Contra Costa County Community Development staff, these parties have thus far agreed on a target start up date of **January, 2007**.

This date was chosen because this is the target date for the first classes to be held at the Dougherty Valley campus of Diablo Valley College. Additionally, the middle school will have been open and all grades served by this time.

Because the County Connection's service change schedule is a driving force behind all scheduled service changes, service will begin a bit earlier, on **December 18, 2006**.

If this date is accepted by the relevant policy boards by June of 2006, there will be ample time for County Connection to conduct all of the necessary steps that will be needed in order to meet the target start up date. This will include developing and implementing a marketing plan, conducting public hearings, generating schedules and work assignments

service would be provided by operating a third bus between the hours of 6:00 AM and 9:00 AM in the morning peak and between the hours of 3:00 PM and 7:00 PM in the evening peak. This bus combined with the two base buses will result in a 30 minute frequency during the peak periods in both directions.

The route alignment is proposed to be similar to Alternative 1 in the Dougherty Valley Transit Study, connecting the San Ramon Transit Center, the Shops at Bishop Ranch, Bollinger Canyon Road, Dougherty Road, and Dublin BART. The service to The Shops at Bishop Ranch is consistent with the transit study and responds to a request from Bishop Ranch and the City of San Ramon to provide mid day service to this location. A map of the proposed alignment is on the following page.

Route 135 would use a combination of existing bus stops, recently built bus turnouts in Dougherty Valley, and new stops in older neighborhoods. CCCTA staff will begin working with Dublin and San Ramon to finalize stop locations. There is a possible need for bus stops closer to the new high school. There is also a need for bus stops on Bollinger at Canyon Lakes/Canyon View to serve an area with commercial and condominium development. The bus stop at Dublin/Pleasanton BART will most likely be at current Route 221 bus stop which is in a remote location. CCCTA staff will work with LAVTA to see if a better location at the station is available. Due to a lack of traffic signals and crosswalks, no bus stop is planned at Old School Road. New bus stops are planned at three intersections in Dublin on Dougherty Road. A list of bus stops is included as Appendix C.

Next Steps: Finalize schedule, conduct public hearings, develop marketing plan, review and install any needed new bus stops.

Recommendation:

- 1. That O&S approve the proposed service plan in concept, and direct staff to set a public hearing date to obtain public input on the proposed service plan.**
- 2. That the City of San Ramon, the Dougherty Valley Transit Advisory Committee, and Contra Costa County approve the proposed service plan.**

Dougherty Valley Transit Draft Service Levels and Service Design Issues

	Peak Buses	Weekday Revenue Hours	Weekday Revenue Miles	Span of Service			Service Headway (Frequency)		
				Full Day	AM Peak	PM Peak	AM Peak	Mid Day	PM Peak
First Year of Service*									
All Day Buses	2	27.0	331	6AM-7:30PM				45-50	
6 Pull Trip Conversions	0	3.7	58		6AM-7:30AM	3:30PM-5PM	25-40		25-40
Total	2	30.7	389	6AM-7:30PM	6AM-7:30AM	3:30PM-5PM	25-40	45-50	25-40
Full Service Years 2-5**									
All Day Buses	2	27.0	331	6AM-7:30PM				45-50	
Peak Only Bus	1	8.0	98		6AM-9AM	3PM-7PM	30		30
Total	3	35.0	429	6AM-7:30PM	6AM-9AM	3PM-7PM	30	45-50	30

* = Two buses will be in service for 13.5 hours per weekday, plus three AM peak period peak direction "pull" trip conversions and three PM peak period peak direction "pull" trip conversions.

** = Two buses will be in service for 13.5 hours per weekday, plus a third bus in service during the peak periods for an additional 8 hours per day.

Proposed Route Number: 135

Bus Stop Issues:

Possible need for stops closer to the new high school.
 Need for a bus stop on Bollinger at Canyon Lakes/Canyon View.
 Bus stop at Dublin/Pleasanton BART will most likely be at current Route 221 Stop, in a remote location.
 LAVTA would have to approve moving this stop to a more central location.
 Due to a lack of traffic signals and crosswalks, no bus stop is planned at Old School Road.
 Plan includes stops at two intersections in Dublin on Dougherty Road. (Sierra Ln. & Amador Valley Blvd.)

Route alignment Issues:

This route will serve the Shops at Bishop Ranch (Target/Whole Foods Center).

Service Timing Issues:

Plan will have service timed to connect with trains at Dublin/Pleasanton BART.